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Hongkong Daily Press.

ESTABLISHED 1857.

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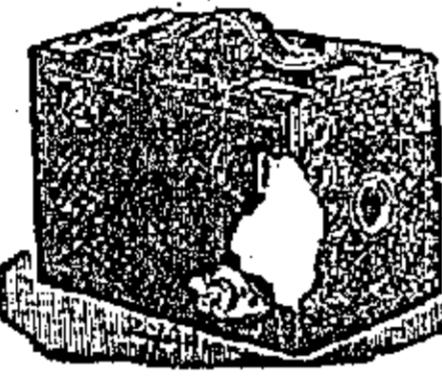
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Hongkong, 15th August, 1904. [a39]

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Hongkong, 8th December, 1904. [a37]

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Hongkong, 6th January, 1905. [a3a]

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Hongkong, 10th June 1903. [a302]

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Hongkong, 24th August, 1904.

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Only communications relating to the new column
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On 10th January, at No. 2, East Terrace, Kowloon, the wife of H. W. Norona, of twins (girls). [22]

MARRIAGE.

On 10th January, at Hongkong, ERNST TRAUSCH, I.M.C. Lappa, to BARBARA, second daughter of FRANCIS MORRISON, Aberdeen, Scotland. [22]

The Daily Press.

HONGKONG OFFICE: 14, DE BEAUX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 12TH, 1905.

The publications of the statistics department of the Chinese Imperial Customs are usually as lucid as they are interesting, and in his "Inquiry into the Commercial Liabilities and Assets of China in International Trade," which publication we have just received, Mr. H. B. MOSE, the statistical secretary, has succeeded in maintaining the standard of those familiar "yellow backs." Beginning with what is called the "adverse balance" of trade, derived by comparing import returns with exports, some simple calculations based on a ten years' table given show that China's exports have increased HK. Tls. 91,515,080, or more than one-third of the present value. Imports have increased HK. Tls. 170,884,227, or considerably more than fifty per cent. The fact that imports are now a third greater in value than the exports is considered to be an anomaly, and the inquiry is directed to explaining it. When imports overbalance exports, the layman is minded to assume that either the means or the credit of the nation are or is good; but statistical secretaries are made uneasy by anything that appears anomalous. In China's case there appears to be no doubt as to her means. We are told that the Government "has not allowed any hesitation in demonstrating its ability to make the periodic payments when due." There is too much weight sometimes attached to mere figures, which, according to the way they are presented, may show results either

good or ill, as we have seen in the rival statistics published in connection with the tariff agitation at Home. In this inquiry the position is further weakened by the necessarily incomplete returns dealing with the movements of treasure. It is pointed out that foreign enclaves, whether ceded or leased, must be taken into account by such an examination into the condition of commercial China, owing to the interdependence of trade and the banks. "The proceeds of sale of a consignment of cotton yarn for consumption in China may be applied to cash a bill drawn for a foreign navy, whether the expenditure of the latter is to be made at Kiaochow or at Chefoo," and a Canton trade transaction involves a corresponding banking transaction at Hongkong. As there are no available statistics of the movement of treasure in and out of Hongkong, to cover the financing of South China's share of international exchange, it is evident that no such inquiry can be productive of results as complete as are to be desired. Doubt may also be cast upon the trustworthiness of some of the statistics acquired, as there is no authority, under extra-territorial conditions, to compel accurate returns. All these points are fully admitted, and the present report is presented as "the nearest to the truth that can be attained." The net result of it is that China, with an estimated liability of HK. Tls. 423,734,998, and estimated assets HK. Tls. 424,751,694, is, commercially speaking, paying her way. One of the items set under liabilities is that of net profits of foreigners remitted to home countries, estimated at sixteen millions of Haikwan taels. If this be considered excessive, we are asked to remember that no amount has been included to represent the net profits earned in China for banks having their head offices elsewhere. Coming to assets, exports and imports of the land frontiers are not recorded, but it is estimated that the exports preponderate in value by four million taels. The most interesting item is the amount set down as remitted or brought to China by Chinese emigrants, viz., seventy-three millions. This estimate is believed to represent the minimum. Twenty-seven millions are set down to expenditure on railway and mining development, and it is pointed out that with regard to railway development, China's liability is all in the future—even interest being now paid out of capital—and that the money so spent must be regarded as a commercial asset of the Empire. Foreign travellers are supposed to spend six millions in China, but that, of course, must be mere guesswork. Reverting to the item already mentioned, that of foreigners' profits sent Home, we quote in extenso the following interesting details:—

Among the elements disturbing any calculation are the following: All Foreigners are not thrifty as are the Chinese; many invest their savings in China; much that would otherwise be saving is sent for the support of children and dependent relatives; it happens sometimes that widows and their families remain in China; while some men regularly invest at home, others as regularly invest in China; etc. On the other hand, it is generally true that Foreigners return home, and, sooner or later, take their savings with them. In the absence of precise information we must, however, assume a basis of calculation, and that least open to hostile criticism will be the following:—(a) Most Foreigners invest their monetary savings, while in China, in real estate here, or in local enterprises—shares or debentures. (b) Against the savings of those who do not do so, but regularly remit capital home, may be put as offset the holdings of Chinese in Treaty port real estate and in the shares of local companies. (c) Though local investments may be held out here temporarily, sooner or later they are remitted either as annual income or as realised capital of those who have left China. (d.) On these grounds the sum total of:—(i) Net rentals from real estate in the various ports, and (ii.) Dividends of all local companies (including the Hongkong and Shanghai Bank) may be taken as fairly representing the remitted savings of Foreigners in China. Here, as under other headings, we must take Hongkong as essentially a part of commercial China. On this basis we find:—Shanghai net rentals, HK. Tls. 4,500,300; Hongkong, HK. Tls. 2,500,000; Other ports, HK. Tls. 2,000,000; Dividends of joint stock companies and interest on debentures (Shanghai Stock Exchange), HK. Tls. 7,000,000; Total, HK. Tls. 16,000,000.

In these details is not included the profit earned in China by banks other than the Hongkong and Shanghai Banking Corporation; nor is allowance made for losses on investments in, e.g., cotton mills.

Yesterday's plague return shows two Chinese cases, both fatal.

Bad colds are common in Hongkong just now, the weather-man's quick changes being responsible.

Mr. Justice Smith being still indisposed yesterday no public proceedings were conducted at the Supreme Court.

A North China journal has just apologised for reporting that a marriage service had been performed by a clergyman who "died some time ago."

Shanghai wines and other luxuries are meeting a fair market in Manchuria, the Russian soldiers being large purchasers. They also buy Japanese goods.

The usual tribute of the "Nim White" has reached Peking from one of the Mongolian princes. It consists of 1 white camel and 8 white Mongolian horses.

The Korean Minister at Peking, who has been ordered home, wires that he cannot go until the Government sends him his overdue salary that he may pay his bills.

On the 25th March next nine members of the local Police Force will take a trip Home on leave. On the 4th of the following month, a further eight members will go.

Last evening members of the Hongkong Chess Club assembled at Café Weismann, their new meeting place, for the first time. About twenty were present. Hitherto the matches have been held at the City Hall Library.

The Russian soldiers are martyrs, says a Tokyo Japanese, but in losing they are really winning freedom for their children. If Russia had swept Japan from Corea and destroyed her fleet, the head of despotism in Russia would never have been bent.

The driver of a cargo truck who collided with a ricksha coolie in Queen's Road on Tuesday last was brought before Mr. F. A. Hazelton at the Police Court yesterday. He was fined \$5 for being on the wrong side of the road, and a further \$10 for negligent driving.

Sport & Gossip tells a story of the Shanghai Gun Club, in which the wife of the Chinese carlacker suddenly crossed the line of fire. Members shouted to the shooter to warn him, and the gunsmith, flustered by the fuss, was heard to remark "Maskee! That b'long my wife."

Among the more tasteful marmalades submitted, that of Messrs. Gregor & Co., wine merchants, must be included. The printer has appreciated the advantage that simplicity affords, and the white embossed medallion is very effective. The name of the firm is in red on a ground of pretty green.

The *Peking Times* states that on the chief eunuch Li Lien-ying's 60th birthday some three weeks ago hundreds of princes and high officials flocked to his residence to pay tribute to the all-powerful one, and at the time of the Empress Dowager's birthday as well as his own, it is estimated he must have received millions of taels "cumsha."

We thought His Excellency Major-General Villiers Hatton had, in a list of books he recommended in an excellent article on sport, in the *V.R.C. Magazine*, overlooked the book familiarly cited as "Stonehenge." It is, however, his opinion "that Stonehenge can no more be compared to Blaize or to the Burlington magnificence than cockles to oysters."

A shop collapsed at Kau Yee Fong, just behind No. 5 Police Station, at 10.30 o'clock yesterday morning. The building, which is Government property, was being pulled down when the collapse occurred. Two workmen were injured, one seriously. Both were taken to the Government Civil Hospital. Others were entombed, but were excavated, before the Police, under Chief Inspector Baker, arrived on the scene.

Mr. H. Gottwaldt, of the German Consular Service, writing of Chinese emigration, remarks that in 1893, according to the statistics of the Protector of Chinese at Singapore, 5,514 Chinese women arrived at Singapore alone from China; in 1900 it is estimated that 7,700 such women left Hongkong, Amoy, and Swatow for the Southern Seas. The difference between the prices realisable at Hongkong and Singapore is put at \$100 to \$200.

The Rev. Wm. Bridie reminds us that the Soldiers' and Sailors' Home in Arsenal Street is not flush of funds. About twelve thousand sailors slept there last year. It is for the use of all the men wearing the King's uniform, irrespective of creed or church. There is a debt of \$1,500 "owing to unfortunate but necessary sanitary improvements." The band of the *Fuerst Bismarck* gives a concert in aid on Saturday.

Right up to the end of December, our Russophil *Tientin* contemporary, the *Review*, continued to show how impossible it was that Port Arthur could fall. On the 27th it was offering, for fifty cents, a map showing that the real defences of the fortress "had not been touched."

He "held out" gamely in the past, Port Arthur's brave defender: But had to "hold out" at the last, The white flag of surrender."

TELEGRAMS.

["DAILY PRESS" SERVICE.]

LANDSLIP AT DOVER.

LONDON, 11th January.

There has been a remarkable landslip at Dover, due to the disintegrating influences of the severe weather. It is computed that a quarter of a million tons of the "white cliffs of Old England" disappeared in this latest rush.

AMBASSADOR CHOATE
RETIRING.

LONDON, 11th January.

Joseph Hedges Choate, the popular and gifted ambassador of the United States to Great Britain, is relinquishing his post in the Spring.

Ambassador Choate is 73 years old this month. He is a Harvard man, and Cambridge also. He was one of the original "Seventy Committee," which overthrew the Tweed Ring in 1871 and expelled from the Bench its corrupt judges. Englishmen remember the sensible way in which he kept his head when Anglo-American relations were strained a few years ago.

AUSTRALIA AND THE EX-COLONIAL SECRETARY.

LONDON, 11th January.

Mr. Chamberlain has written that he must decline the invitation to visit Australia. He did not despair of tariff reform, which was bound to come.

DOUMER PRESIDENT
CHAMBER.

LONDON, 11th January.

M. Paul Doumer, late Governor General of French Indo-China, has been elected President of the Chamber of Deputies.

THE WAR.

["DAILY PRESS" SERVICE.]

RUSSIA'S AUXILIARY
ARMADA.

LONDON, 11th January.

Admiral Botrovsky's division has arrived at Port Said.

KAISER'S IMPERIAL ADMIRATION OF PLUCK.

LONDON, 11th January.

H.M. the German Emperor, to signify his admiration of the bravery exhibited by both sides at Port Arthur, has awarded the Order of Merit to General Stoessel and General Nogi.

[REUTER'S SERVICE.]

RUSSIA.

LONDON, 9th January. The wave of popular emotion first caused in St. Petersburg by the surrender of Port Arthur has already subsided; the Russian Christmas created a diversion, and the public have been joyously celebrating it at the theatres, music halls, restaurants and taverns. On the other hand, solemn funeral services for the fallen at Port Arthur, held in the Isaac and Kassa Cathedrals, were poorly attended.

MORE BALTIKS.

LONDON, 9th January.

Reuter's correspondent in St. Petersburg wires that the following warships will leave Libau between 21st instant and the 2nd February to join Admiral Rozhestvensky. The battleship *Imperator Nikolai I.*, the coast defence ironclads *General Admiral Aprazin*, the *Admiral Siniavine*, the *Admiral Oushakov*, and the cruiser *Vladimir Monomach*.

THE TRIPLE EXECUTION.

At eleven minutes past five yesterday morning, Charles Smith, Erik Hogman, and William Nason expired the crimes of which they were found guilty, and on account thereof condemned to death. The authorities are reticent on matters appertaining to the execution, and all our representative could glean from the Superintendent of the gaol was that the men admitted the justice of the sentence, and walked boldly on to the scaffold.

From other sources, which may be questionable, we learn that Smith and Hogman walked boldly on to the scaffold, while Nason broke down and had to be supported to the drop. It is alleged that the last words of Smith were "Lord have mercy on my soul: May God bless you all." Hogman in a dull voice repeated over and over again "My God. My God." Nason is alleged to have made a lengthy statement which was taken down by the Superintendent of the gaol. One of the clergymen present, it is said, was so impressed with the terrible scene that he broke down and wept.

THE INQUEST.

At 12 o'clock noon in the large court, before Mr. H. H. J. Gompertz sitting as Coroner, the following jury were sworn in to deliver a verdict as to the cause of death:—Messrs. T. Spafford, John Johnston and Henry C. Sandford. After administration of the juror's oath, the jury together with Press representatives went into the gaol and viewed the bodies of the deceased. "Well, gentlemen of the jury, are you satisfied?" asked the Coroner. The gentlemen of the jury expressed themselves satisfied and returned to their seats in Court.

The Coroner, addressing them, said that when a person dies in gaol from capital punishment, it is provided by law that an inquiry shall be held. In the case of an execution by legal process, the case comes under what is known as justifiable homicide. The Coroner then read as follows from volume 3 of "Russell on Crime":—

"It has been already stated that justifiable homicide is of several kinds, as it may be occasioned by the performance of acts of unavoidable necessity, or by acts done by the permission of the law. Amongst the acts of unavoidable necessity may be classed the execution of malefactors, by the person whose office obliges him, in the performance of public justice to put those to death who have forfeited their lives by the laws and verdict of their country. These are acts of necessity, and even of civil duty, and therefore, not only justifiable, but commendable, where the law requires them. But the law must require them, otherwise they are not justifiable: and, therefore, wantonly to kill the greatest of malefactors would be murder: and we have seen that all acts of official duty should, in the nature of their execution, be conformable to the judgment by which they are directed."

The first witness was Edward John Pierpoint, who deposed:—I am chief warden of Victoria Gaol. The bodies the jury have just viewed are those of Charles Smith, Erik Hogman and William Nason, who were received into prison on 23rd December, 1904, under sentence of death, which sentence was duly carried out at eleven minutes past five this morning in the presence of Mr. Craig, Assistant Superintendent of Victoria Gaol, Dr. Thomson, Medical Officer, myself, and the usual escort of officers, also the Rev. J. H. France and Rev. W. Bridie. I produce the Governor's warrant for the execution.

In reply to the Coroner:—The sentence of the law was carried into effect by hanging.

John Christopher Thomson said:—I am medical officer of the gaol. I was present at the execution this morning. Death in all three cases was instantaneous. I examined the bodies after they were taken down. Death was in all three due to dislocation of the neck.

The Coroner, addressing the jury, said:—Gentlemen of the jury, you have to find whether deceased met their deaths by hanging, in due process of law.

The Foreman of the Jury: That is the verdict of the jury, your Worship.

TRAINING NOTES.

The ponies show a marked improvement. Messrs. Creighton and Edmondston, Shanghai jockeys, were on the course during yesterday morning's training. Some of the times were as follows:—

Mr. Johnstone's sub., 3 miles—38s. 1.14, 1.43. Mr. Macdonald's sub., 3 miles—36s. 1.13. Mr. Mody's Derby grey, 3 miles—32s. Mr. Mody's sub., 1 mile—39. 1.16. 1.49, 2.22. Mr. Jupp's sub., 3 miles—38. 1.44, 1.46s. Mr. Cruickshank's sub., 3 miles—39s. 1.20, 1.34.

Mr. Pott's chestnut sub. and Mr. Ede's sub. in company, 3 miles—24. 1.10, 1.44s. Mr. Kadoorie's Derby, 3 miles—35s. 1.15, 1.52 1/5.

ODD VOLUMES SOCIETY.

LECTURE ON THE POLITICAL FEDERATION OF THE EMPIRE.

Before a fair number of members of this society at the City Hall last evening Mr. E. D. Haskell gave the following lecture on imperial federation. Mr. H. E. POLLACK (chairman), in introducing the speaker, said that the subject on which he was going to lecture had come to increasing prominence during the last 30 years. He was sure all would listen with very great interest to the remarks of the lecturer on the subject.

Mr. HASKELL said.—The most dominating subject in the politics of the Empire, and one which will become still more so, is I think undoubtedly that of Imperial Federation,—of closer relations between Great Britain and the Colonies, between the various portions of the Empire, in fact the problem of national unity, using the word national in its broadest Imperial sense. That is a question of so vast and varied a character, involving immense issues, in which many conflicting opinions and interests must be reconciled, that decades must pass before its complete realisation; but one thing is certain—that the trend of events in the Empire, the policy of Britain and the Colonies during the past few years, all tend to show a gradual drawing together—a mutual desire for union—which brings Imperial Federation more into the scope of practical politics, and is leading us step by step towards its realisation. Those who have followed the progress of events cannot fail to have been impressed by the steady growth of Imperialism side by side with the growth and development of the Empire, that spirit which to-day dominates the whole nation—the sentiment which desires the union and consolidation of the Empire.

Dwelling in our minds on the great Empire of which we, in this distant outpost, form a part—on its vast extent, its varied populations of every race, creed, and colour, its enormous wealth and resources, and on those great self-governing Colonies and Dependencies of the Empire, each one a powerful State in itself and all owing allegiance to one Sovereign—we see what immense possibilities lie to our hands, and how essential it is for the continued existence and permanence of the Empire that its integrity must be maintained,—to which all efforts must be directed. In talking about Imperial Federation, we must regard it, in the first place, as a federation of the Mother Country and the self-governing Colonies—Canada, Australia, New Zealand, and South Africa—leaving aside for the moment the question of the Crown Colonies and other Dependencies.

Now, let us regard for a moment the present relations between Great Britain and those Colonies. I believe it was Lord Rosebery who described those relations as loose and indefinable—and why are they so? Because there is not that—what I may call—a material stiffening, a material cohesion, which alone can ensure permanency. The ties of kinship, of loyalty, of common sympathies, which bind the Empire together are the strongest possible, but if to these are added ties of common material interests, we see how much more secure will be the unity of the Empire. If, then, you might ask, if the ties which bind the Empire together are the strongest possible, why all this talk about Imperial Federation, why seek to formulate a scheme for union, when we already have union? It is because, to secure the continuance and permanency of these conditions, by adding to the union of sympathies the union of material interests, and for the defence of those interests. There are some who scoff at the possibility of the disintegration of the Empire. Now, I do not know, and I should not like to think, I am sure, that the disintegration of the Empire would be ever likely to happen; that any of those great self-governing States would break away from the parent stem, to go its own way. But I do think that while we are able, while the conditions are so favourable, that we should grasp the opportunity, and steadily forge those links of the chain of Empire into an unbreakable bond. By what means, then, is the Federation of the Empire proposed to be accomplished?

I do not think that any definite scheme of federation which can be devised can be put into practice at once, but it is rather gradual, successive steps that the desired end is to be attained. Any attempt to precipitate a Federal Union, before the conditions are ripe for such an event, would, it is not difficult to conceive, be fraught with national disaster.

In all schemes of federation, it must be a fundamentally recognised principle that the self-governing Colonies should maintain their autonomy. No Colony would tolerate for a moment any restriction of its independence in the management of its local affairs, and no scheme therefore which in any way encroaches upon their liberty in this respect would be regarded favourably by the Colonies. The principle aimed at is the union of the Mother Country and the Colonies in a federation, in which each member will have absolute independence in the administration of its local affairs, but that all questions of Imperial interest, affecting the Empire as a whole, would be relegated to an Imperial Council—a sort of joint administration of Imperial affairs. Now, it is just in the formation, the constitution of such a Council, that the crux of the question lies. No one will deny that the principle of admitting the Colonies to the Councils of the Empire, and letting them take a part in all deliberations of Imperial policy, is a sound one, and what is needed is an organised Council, in which Colonial and Home Statesmen will be brought together and devote their attention to affairs of Imperial interest. The ideal which suggests itself is the creation of an Imperial Council of Parliament in London, for the whole Empire in fact as well as in name, containing representatives from all parts of the Empire in proportion

to their size and population, to administer all affairs of a purely Imperial character. To such a body would be relegated all questions of foreign and commercial policy, and other questions of common interest, such as Defence, and so on, and the control of expenditure for purely Imperial purposes. At the same time, each State will possess absolute self-government in local affairs. Such an arrangement would bring together in a common council all those best fitted to advise and deliberate on Imperial affairs, in which representation of all the interests of the Empire would be obtained, and the unity of the Empire would be secured. But as I have said before, and you will readily conceive, it would hardly be expedient to institute such a system all at once. It would necessitate in the first place a complete change in the constitution of Great Britain, a complete revolution in its political system, which would hardly be desirable. Such a Council therefore can only be regarded at the present day as the ultimate goal or object to which all efforts should be directed, and in the meantime the efforts of Statesmen should be to consider the means, the successive steps, by which this end may be attained. It is thought by some that Colonial representation in the present Home Parliament would meet the case, but a little consideration would show that such a plan is open to grave objections. Besides unduly increasing that already cumbersome body, and multiplying its labours, there would be an unequal and disproportionate representation of Home and Colonial interests, and Colonial interests would hardly be served thereby. The periodical conferences of Colonial Statesmen in London has done a great deal towards promoting the consolidation of the Empire, and is a great step towards political unity, by bringing forward the desires and aspirations of the Colonies, and by the interchange of ideas fixing the grounds of a common national policy. But something more substantial, more permanent, is needed, and the plan described by Sir Frederick Pollock in a statement which appeared in the *Times* of some weeks back, has the merit of being a practical one. He proposes the formation of a Committee of the Privy Council for Imperial affairs, including the best possible representatives of Colonial knowledge and opinion, to act in an advisory capacity to the Cabinet, would tend to promote the consolidation of the Empire, and would be a great step towards Imperial Federation, and this meeting endorses the suggestion that such a proposal be submitted to the next Colonial Conference of Prime Ministers for discussion.

Mr. J. DYER BALL in seconding the proposition said: We have to thank the lecturer for bringing the subject before our notice in time, and I only wish the Hongkong community would come out in larger numbers to listen to a question which I think is rather vital to us as colonists; although, as a Crown colony, it would not affect us so much as a self-governing colony if it ever becomes a possible fact. It is not so many years ago that some of England's greatest statesmen wished to cast off her colonies, but now I think it is not only the Mother Country drawing the cords that bind her nearer to her children, but her children also do not wish to let go their mother's apron strings and go off on their own hook. We have now the telegraph wires, like nerves, connecting Great and Greater Britain together, and we may even hope that our desire will be satisfied by the winds of the air, by the Marconi system, in time to come. Now is the proper time to request the Mother Country to take some action to draw herself and her colonies closer together.

Sir H. S. BERKELEY said: I wish to thank the lecturer for the extremely able and delicate address given us. The subject is one which I do not feel capable of dealing with at such short notice. Mr. HUBERTHOUSE: I have listened with very considerable interest to the remarks of Mr. Haskell. The subject is one which I confess I know little about; I came here for the express purpose of learning more, and must say I am not disappointed. I quite agree with the remarks of the lecturer that federation proper must be something on the lines of the German or American Confederations, but there is a vast difference between the American States and the British Empire. The Americans have the great advantage of being contiguous; there is a direct incentive towards combination for defence, and when all is said and done, this is the greatest and most material point of all. On the other hand the British Empire is so scattered over the earth's surface—the sun never sets on it, some people say because God is afraid to trust us in the dark—that the mere fact of Australia being attacked by an enemy, does not show that Canada is going to be attacked by the same enemy. Any scheme of imperial federation which is to be of any use must emanate from the colonies themselves; if they do not wish it, then it is useless to attempt to force anything of the sort upon them. I understand the lecturer to say that the colonies wanted federation, but I am sorry to say that at present they do not. There has been a great tendency observable for a long time past towards more complete separation. The colonies prefer purely local government, and a purely local command of their military forces. As regards the Navy the same remarks do not apply, as the colonies know that in time of war it is obviously to the interest of Great Britain to keep open all the great trade routes. I do not think this tendency points towards disloyalty, but with the Canadian or Australian it is—"Canada for the Canadians," and "Australia for the Australians." I hope I am wrong, but I think we must face the possibility of ultimate separation. At any rate we can welcome anything that will bring the colonies into closer touch with the Home Government.

Mr. H. E. POLLACK: Personally I think the object of the scheme proposed by Sir Frederick Pollock is a very important one, and important points affecting the colonies can be only arrived at after mature discussion by those who have spent the best parts of their lives there. Mr. Hursthouse made mention of the Boer war, which showed that the colonies were ready and willing to send forth their sons to fight in the cause of the empire. South Africa is also a country which furnishes illustrations of very grave mistakes which have been made in part by the want of appreciation by the authorities at home of the actual condition of affairs which exist on the spot. If the British nation had been able to press forward and voice their own views on the subject, we should never have had such an incident to record in history as the secession

of the Transvaal after Majuba, which led up to the direct cause of the Boer war. Another striking instance is furnished by the American war of secession. The people in Great Britain were in absolute ignorance of the feeling in the colonies with regard to the obnoxious taxes imposed. Had they known, they would have been withdrawn, and our cousins, instead of being separated now as they are politically, would possibly have remained portion of the empire. What is required is for the colonies to inform the authorities at home of the views of those on the spot who have been in actual contact with the practical realities of colonial life. I venture to think that Mr. Hardouw took rather a despondent view of the relations between the Mother Country and the colonies. The forces levied there are local forces of volunteers, and the colonies should retain military forces. With regard to the Navy, the feeling in the colonies is that the sea is one, and the ships of the empire are considered as one and work more or less as a homogeneous whole. No doubt you have noticed that the Admiralty have formulated a scheme, grouping together the various ships of every part, for homogeneous and concerted action, and that is the reason the colonies are beginning to see the importance of unity in naval matters.

Mr. Haskell then proposed the following Resolution:

That in the opinion of this meeting, the plan described by Sir Frederick Pollock, in his letter to the *Times*—viz: the formation of a Committee of the Privy Council on Imperial affairs, consisting of the best possible representatives of Colonial knowledge and opinion, to act in an advisory capacity to the Cabinet, would tend to promote the consolidation of the Empire, and would be a great step towards Imperial Federation, and this meeting endorses the suggestion that such a proposal be submitted to the next Colonial Conference of Prime Ministers for discussion.

The gross earnings for the past year amount to \$132,661.0, and after deducting all expenses, remuneration to general managers, consulting committee's and audit fees, there remains a balance of \$106,581.29, which it is recommended be appropriated as follows, viz:

To place to reserve fund \$25,000.00
To pay a dividend of 8 per cent. 80,000.00
To carry forward to the credit of next year's account 1,581.29

CONSULTING COMMITTEE.—Mr. J. H. Lewis having left the Colony, Mr. H. P. White was invited to take his place on the consulting committee. In accordance with the articles of association, Messrs. J. S. Van Buren, Chow Hing Kee, Chan Tung Shang, Mr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

AUDITORS.—The accounts have been audited by Messrs. A. O'D. Gourdin and W. H. Potts, who are recommended for re-election.

The accounts are as follows:—

PROFIT AND LOSS.

Charges \$7,153.35
Convening committee fees 400.00
Auditors fees 200.00
Balance 10,512.29

\$10,696.64

Balance 1,171.98

Interest received on mortgages, &c. 132,830.00

Less interest paid, examinee, &c. 17,255.34

115,646.66

Unclaimed dividends written off 220.00

\$116,296.64

BALANCE-SHEET.

LIABILITIES.

Capital 100,000 shares at \$2,000.00

Less 100,000 shares unissued 1,000,000.00

Reserve fund 55,000.00

Study creditors 19,322.67

Due to General Managers 1,681.00

Hongkong and Shanghai Banking Cor. portion 61,274.05

Balance of profit and loss 100,531.29

\$1,261,461.01

ASSETS.

Loans on provident system \$719,563.77

On mortgages, shares, &c. 317,223.11

Investment of reserve fund 1,359.00

1,359 shares Green Island Cement Co., Ltd. at \$20 ... \$10,500.00

2,580 shares in the Alight Power Co., Ltd. at \$5 (n.w. issue) 22,500.00

63,000.00

Sundry debtors 13,643.9

Cash 963.04

\$1,261,461.01

SHENWAN TONES & CO.

General Managers.

SHIPPING NOTES.

The s.s. *Cranley* is in quarantine with smallpox on board. She has coolies for South Africa.

The captain of the s.s. *Oakley* reports that on the 30th ult. he sighted a vessel ashore in the Malacca Straits. It was the *Cydona*.

The N.C. Daily News says—Information was received on the morning of the 5th inst. by the China Merchants' Steam Navigation Co. stating that their steamer *King Ling* had run aground near Rueen Forts. Up till late last night she had proved unsuccessful.

Captain Murray, Marine Superintendent of the Company, is now leaving this morning by the *Ta Tung*, for the scene of the accident to superintend the operations of getting her afloat.

The C. M. G. Co. has been very unfortunate of late, this being their second steamer to run aground within a few weeks.

The other one it will be remembered was the *Irene*, which met with disaster at Bato's Point, and she has not been refloated yet.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 10 a.m. on Tuesday, the 10th inst., and left again at 2 p.m. same day for Kob^o, where she was due to arrive at 2 p.m. yesterday.

The Indo China steamer *Susanna* left Calcutta for Hongkong via the Straits on the 6th inst., and may be expected here on the 25th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on Tuesday afternoon,

and may be expected here on the 16th inst.

The steamer *Saint Villiers* left Singapore on the 14th inst. for this port via Manila.

The E. & A. steamer *Empire* left Manila yesterday, and may be expected here to-morrow at 1 p.m.

of the Transvaal after Majuba, which led up to the direct cause of the Boer war.

Another striking instance is furnished by the American war of secession. The people in Great

Britain were in absolute ignorance of the

feeling in the colonies with regard to the

obnoxious taxes imposed. Had they known,

they would have been withdrawn, and our

cousins, instead of being separated now as

they are politically, would possibly have

remained portion of the empire. What is

required is for the colonies to inform the

authorities at home of the

practical realities of colonial life.

I venture to think that Mr. Hardouw

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relations between the Mother Country and

the colonies.

The forces levied there are local

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should retain military forces.

With regard to the Navy, the feeling in

the colonies is that the sea is one, and the

ships of the empire are considered as one

and work more or less as a homogeneous

whole.

No doubt you have noticed that the Admiralty

have formulated a scheme, grouping together

the various ships of every part, for homogenous

and concerted action, and that is the

reason the colonies are beginning to see the

importance of unity in naval matters.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG

NEW ADVERTISEMENTS

SUN FAT CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,
EMBROIDERIES, LACES, SILKS, PONGEES,
GRASS LINEN, SHAWLS, HANDBEECHIEFS,
BLANKETS, TRUNKS,
EBONY FURNITURE AND FANCY GOODS,
No. 82, QUEEN'S ROAD CENTRAL,
Any Order Promptly Attended To
Hongkong, 12th January, 1905. 220

THE CATHOLIC UNION, GLENALY.

BY SPECIAL REQUEST

"ALI BABA,"

on

SATURDAY,

the 14th instant, commencing at 5.30 P.M.
POSITIVELY THE LAST
PERFORMANCE
PRICES OF ADMISSION:
Adults \$1.00 and Children 50 cents.
Tickets at the Gate. No Bookings.
Hongkong, 12th January, 1905. 221

WANTED.

ENGLISH GENTLEMAN wishes to
BOARD with European Family.
Particulars to—

W.

Care of Daily Press Office.

Hongkong, 12th January, 1905. 222

TO LET FURNISHED.

LATE "CHELTONDALE," Mount
Gough, P-tok, from 1st April. Well
Furnished. Less than 15 minutes' walk from
the Tram.—

Apply to—

R. HANCOCK.

Cars of Shewan Tomes & Co.

Hongkong, 12th January, 1905. 223

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,

on

SATURDAY,

the 14th JANUARY, 1905, at 2.30 P.M., at his
SALES ROOMS, Queen's Road.

HOUSEHOLD FURNITURE, BLACK-
WOOD WARE, CARPETS, OVERMAN-
TELS, CROCKERY, GLASS and PLATED
WARE, ONE PIANO, ONE OLD VIOLIN
and ONE FOWLING PIECE,

&c., &c.;

TERMS OF SALE: As Customer.

V. I. REMEDIOS,

Antioneer.

Hongkong, 12th January, 1905. 224

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,

on

THURSDAY,

the 19th JANUARY, 1905,
A QUANTITY OF
ELECTRO PLATE WARE,
Comprising:—

SPOONS, FORKS, KNIVES, BUTTER
DISHES, TOAST RACKS, SALAD
BOWLS, SIDE DISHES, BISCUIT
BOXES, SALT CELLARS, CRUETS,
TANTALUS STANDS, BAROMETERS,
&c., &c.;

on

SATURDAY,

the 21st JANUARY, 1905,
GUINNESS' STOUT, BASS' ALE,
KUPFER and AMERICAN BEERS,
WHISKY, GIN, OXFORD SAUSAGES,
ASPARAGUS, SARDINES, SALMON,
PICKLES, BUTTER, TOMATOES,
TOMATO CATSUP, ROAST MUTTON,
LUCCA OIL, JAMS, BEANS, CURRANTS,
PRESERVED FRUITS, BISCUITS, &c.,
&c.,

on

TUESDAY,

the 24th JANUARY, 1905,
COTTON HOSE, RUBBER SHOES,
CASHMERE SHIRTS, COUNTER PANES,
CUPS and SAUCERS, TUMBLERS, IRON
SAFES, CLAY PIPES, PERFUMERY,
CANDLES, LEATHER PURSES, &c., &c.

COMMENCING each day at 11 A.M.

TERMS: Cash on delivery.

For Further Particulars apply to—

GEO. P. LAMMERT,

Antioneer.

Hongkong, 12th January, 1905. 147

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the
above port TO-MORROW, the 13th inst., at
11 A.M.

For Freight or Passage, apply to—

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, 12th January, 1905. 225

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENROY."

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Gocioms of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 18th inst., will be
subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

McGREGOR BROS. & GOW,

Hongkong, 11th January, 1905. 219

S I E N T I N G .

SURGEON DENTIST,
NO. 10, DAGULLAR STREET.

TERMS: VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. 222

NEW ADVERTISEMENT

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and QUEEN-
LAND Ports, and taking through cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the
above ports on WEDNESDAY, the 8th
February, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.L.—To assure the additional comfort of
passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 12th January, 1905. 226

[226]

INTIMATIONS

THEATRE ROYAL, CITY HALL.

A MATEUR DRAMATIC CLUB.

JANE.

A FARCE IN 3 ACTS.
By H. NICHOLS and W. LESTOCQ.

will be produced on

SATURDAY, 21st JANUARY, 1905.

MONDAY, 23rd "

SATURDAY, 28th "

Prices: \$3, \$2 & \$1

Sailors and Soldiers in uniform half-price to

Booking Office at ROBINSON PIANO
COMPANY, open on and after Monday, 16th
January, from 9 A.M. to 4.30 P.M. each day.

ARTHUR CHAPMAN, Business Manager.

Hongkong, 14th January, 1905. 203

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HONGKONG JOCKEY CLUB.

NOTICE.

THE date of the Closing of Entries for the

FORTHCOMING RACE MEETING

is POSTPONED until SATURDAY, the

14th January, 1905.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 30th December, 1904. 211

[211]

WANTED.

A T ONCE, a First-class HOUSE of Five

or Six Rooms, Good Location, Willing

to pay \$200 for suitable place.

Apply to—

M.

Care of Daily Press Office.

Hongkong, 2nd December, 1904. 104

[104]

SITUATION WANTED.

YOUNG COMPETENT ACCOUNT-

ANT. Six Years' Eastern experience,

good knowledge of Shipping, Insurance, &c.,

requires Permanent Position. Highest ordi-

naries and bond if necessary.

Apply—

Care of Daily Press Office.

Hongkong, 24th December, 1904. 107

[107]

SITUATION WANTED.

ENGLISHMAN, (23) just from home.

Requires Situation. Seven Years London

Office. Thorough knowledge BOOKKEEPING,

SHORTHAND, TYPEWRITING, Com-

mercial Correspondence and Office Routine

generally. First-class references.

BOX 550.

Care of Daily Press Office.

Hongkong, 30th December, 1904. 3020

[3020]

DOCTOR WANTED.

FOR EMIGRANT STEAMER.

Apply to—

S. A. L. A.

Care of Daily Press Office.

Hongkong, 3rd December, 1904. 112

[112]

WANTED.

A FOREIGN CERTIFIED NURSE

for the International Hospital at Kobe,

Japan. Applications in writing should be

addressed to

EUGENE H. GILL,

Acting Chairman of Trustees.

Hongkong, 9th January, 1905. 187

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SHORTHAND.

PRIVATE LESSONS given in Pitman's

Shorthand. Terms moderate.

Apply by letter to—

J. W.

P. O. Box 143.

Hongkong, 10th January, 1905. 1200

[1200]

GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially

Caters for Ship and Engine Repairing.

The Works may be reached in 10 minutes from

Blair Pier by Rickshaw or Electric Tram.

Launches will call alongside vessels in the

harbour flying the Call Flag F.
<div data-bbox="200 810 348 820

A MAN WHO HAS
A BUSINESS
AND DOES NOT
ADVERTISE IT, IS LIKE
A MAN WHO WINKS
AT
A PRETTY GIRL IN THE DARK:
HE KNOWS WHAT
HE IS DOING,
BUT NOBODY ELSE DOES!!

As WE do not wish to find ourselves in the same predicament, may we ask you do not
carefully our advertisements?

YOU will know what we are doing!

GREGOR & CO., WINE AND SPIRIT MERCHANTS. 34, QUEEN'S ROAD, 1ST FLOOR

(OPPOSITE POST OFFICE)

45-11

TO LET

TO LET.

ONE LARGE GODOWN, No. 112A, Praya East.
Possession from 1st January, 1905.
Apply to— D. DORABEE,
King Edward Hotel,
Hongkong, 25th December, 1904. [89]

TO LET

N. 1, STEWART TERRACE, the Peak.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1904. [82]

TO LET, FURNISHED.

"LEWKOR," Mount Gough, Peak,
from the 15th March. Well Furnished.
Less than 15 minutes from Plantation Road
Tram Station.
Apply to— M. W. SLADE,
54, Queen's Road.
Hongkong, 10th January, 1905. [148]

TO LET.

N. 1, RIPPON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
PLATS in MORTON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near ELKE PIER).
GODOWNS, PRAYA EAST.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 29th June, 1904. [181]

TO LET.

EYRIE Unfurnished, to Let in about 2 rooms. Newly repaired, Painted and Coloured washed.
No. 7, BELLIOS TERRACE, 1st Row.
No. 21, " 3rd Row.
Nos. 11 & 14, " 2nd Row.
DUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
" KELLETT CREST" (Furnished), Peak, for 24 months from 15th April to 30th June, 1905.
Apply to— LINSTEAD & DAVIS,
Hongkong, 11th Jan., 1905. [90]

TO LET.

ONE GROUND FLOOR for Shop and ROOMS for Offices on 2nd Floor of New Buildings, next to Messrs. Jardine, Matheson & Co., Pedder's Street. Electric Litt.
Apply to— AHMET RUMJAHN,
64, Queen's Road.
Hongkong, 2nd January, 1905. [138]

TO LET.

HODOWN No. 3, New Praya, Kennedy Town.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 22nd November, 1904. [83]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to— HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. [97]

TO LET.

HONGKONG BUSINESS DIRECTORY.
BOOKBINDING.

DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home work.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 4 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER

M. MUMYEYA, JAPANESE ARTIST.
Brocade and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

STOREKEEPER

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied: Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchant, 57, 58 & 59, Connaught Road, New Praya Central.

A SHANGHAI INQUEST.

An inquest was opened at Shanghai on Dec. 31st to enquire into the circumstances attending the death of John W. Graham, a broker, formerly of Hongkong, and various Chinese ports.

A. L. Anderson identified the body as that of J. W. Graham, who was formerly his partner. The inquest was resumed on 2nd January.

Dr. Ernest Louis Marsh said that he was called in to No. 4, the Bund, at 9.51 on Saturday morning. The body was rigid and cold and was seated on an office chair in front of a desk. It was in an attitude of sleep. The head was bent forward. There were no marks of injury or any marks of violence, but there was a distinct odour of coal gas in the single room which formed the office. Witness at Coroners' request made a post-mortem examination in the afternoon with Dr. Moore-Graham. At this more particular examination of the body no evidence of violence could be found, but the blood and tissues were everywhere in a condition usual in death from suffocation by coal gas. In witness' opinion death was due to suffocation by coal gas, while deceased was sleeping in a small unventilated office. When witness got to the office the gas stove was not turned on, but the gas was still escaping from the bracket on the wall.

Unfortunately members of Parliament being mainly interested in land have ignored all the arguments against the import duty on rice.

Dr. G. R. Moore-Graham said that he was called in to No. 4, the Bund, about 9.40 a.m. on Saturday. Deceased was seated in his chair, his hands on and with his hands in his pockets, apparently asleep. On making an examination, witness found that he was dead and had been dead for some hours. Witness thought the gas stove had been turned off when he arrived, but there was a strong smell of gas in the room.

By a juror—When the post-mortem examination was made all the organs were found to be normal.

Pao Wo-foo stated that he was the office boy at the Russian Consulate. He knew Mr. Graham through seeing him go in and out. Witness was returning about 1 a.m. on Saturday when he saw Mr. Graham trying to open the door. A rickshaw coolie told witness that Mr. Graham had been trying to open the door for over half an hour and had not succeeded. Witness did not stop to see when deceased would get in. By his appearance witness thought he must be under the influence of drink.

Chang Ah-kwei said that he was Mr. Graham's office coolie. He began work about 7.30 a.m. When he went to the office on Saturday morning he found the door unlocked. He entered and found Mr. Graham sitting in the office chair. Witness opened the window and tidied up the office. There was a strong smell of gas in the room. Witness at once turned off the gas in the stove. It was not lit, but gas was escaping. The stove had never given any trouble before. He thought his master was asleep, so after opening the window and tidying the room, he left. Mr. Graham had never slept in the office before, to his knowledge.

By a juror—Deceased was not in the habit of going back to the office late at night. Witness would not know if he did go back.

Witness said when he got back to his office late at 9.30 a.m. he tried to wake his master but could not. He then thought Mr. Graham was dead and went to report the matter at the Club.

Basilio Mayo Carion said that when he was leaving the Hongkong and Shanghai Bank after midnight on Friday he met deceased in a rickshaw near the Jinke Road. He was in a very sleepy condition.

Henry Edward McCann stated that he was a sharebroker. About 9.35 a.m. on Saturday he went into the office. He noticed a strong smell of gas but did not notice the condition of the stove. Witness went into the Club to see if he could find Dr. Moore-Graham, as a bystander said he was there. He then returned to the office and telephoned to the police station. Witness knew deceased fairly well, and so far as he was aware deceased was not in financial difficulties.

A. L. Anderson, recalled, said that he was formerly deceased's partner and that four years ago the gas stove in their office had to be worked with care. If the valve were opened full when one was about to light the stove, the gas would explode, and the stove would not remain alight. In witness' opinion an accident with the stove might easily have happened. Witness remembered on one occasion turning the stove out at 2 o'clock one morning. When he opened the office at 7 o'clock the room was full of gas.

By a juror—On settlement night it was not unlikely that the broker would work all night; witness had done so himself in that office.

Mr. McCann, recrossed, and questioned by a juror, said that on two or three occasions he had met deceased out early, and he had explained that he was working late the previous night and had slept in the office.

The Coroner said that was all the evidence he proposed to take. The question the jury had to decide was whether deceased met his death through misadventure or whether he had purposely turned on the gas stove. Mr. Anderson's evidence was important as showing that the stove had to be lighted with care.

The jury, without retiring, agreed that deceased met his death through misadventure.—N. C. Daily News.

THE TAXATION OF RICE.

A protest against the import duty on rice has been presented by Japanese residents in Korea. It is signed by Mr. Nakanishi, Chairman of the "Gunsan Farmers" (Japanese) Alliance, and is a remarkable document, showing incidentally that there are very capable men among the Japanese settlers in the peninsula.

Mr. Nakanishi recalls that Japan no longer supplies sufficient rice for the needs of her population, that the yearly import is from 20 to 50 million yen in value, the average for the last five years exceeding 30 millions.

The larger part of this import comes from Korea, which sends early to Japan at least one million koku. Korea is essentially an agricultural country, and cereals are her chief production. The trade between Korea and Japan, which already exceeds 25 million yen a year, and is rapidly increasing, consists entirely in the exchange of Korean cereals for Japanese manufactures.

The progress of Japanese undertakings in Korea is most evident in agriculture. For instance, of late years no less than 4,000 cho (1 cho=3,000 tsuho=21 acres) were bought by Japanese settlers in the district of Gunsan alone at a cost of 400,000 yen.

These lands extend over 18 gunan and local farmers' areas number over sixty members. Every month there are newcomers, and the enterprise promises to make very rapid extension in a short space of time. The same thing is taking place all along the Seoul-Fusan line, especially in the neighbourhood of M-ko and Fusan. The extension of farming is accompanied by a great increase in the production of rice, the extension of trade, and the establishment of more intimate relations between Japanese and Koreans.

"The imposition of a duty of 15 per cent. on imported rice," say the memorialists, "cannot but injuriously affect this promising state of things, deal a severe blow at Japanese agricultural undertakings, and check the growth of

CONSTIPATION AND HEADACHE.

BILE BEANS CURE BOTH.

Headaches of a violent nature, which necessitated the use of vinegar bandages round the head, were the lot of Miss Mabel Grace Mills, at The Woodlands, Park Road, Wood Green, London, England, until she found relief in that popular vegetable medicine—Bile Beans. Miss Mills was troubled with constipation, and the headaches were the direct result of this complaint. Describing her sufferings and cure, she says:—

"I suffered terribly from headache, sometimes so bad that it was just like a burning within me. These headaches were the result of a constipation from which I had suffered since childhood. S. severe were the headaches that for days I went about with vinegar bandages across the top of my head in order to ease the pain. If I sat up I would become so giddy that after a minute or two I would be completely dazed. At night I had terrifying dreams; and a curious thing was, that I always dreamed of death. In addition to these troubles I had acute pains in my shoulders and around my waist. When I was fourteen I broke a blood vessel owing to excessive vomiting, and when I got older the periodical ailment which women suffer from was very troublesome and caused me much pain. I used to have bad attacks of toothache also, and became quite swollen."

"I went under several doctors, who treated me for disordered liver and constipation. My parents and myself all at one attributed my illness to constipation, but this was in turn due to doubt of liver complaint. Nothing seemed to relieve me. Some months ago my mistress advised me to try Bile Beans, so I commenced taking them. In a short time the constipation and headache were removed and gradually every other ailment followed. For some months now I have been enjoying splendid health. These months have been the happiest of my life. I never before knew what it was to feel so well, or enjoy such good spirits."

The above sensational case proves conclusively that Bile Beans can cure the worst cases of stomach and intestinal disorder. They are equally effective for debility, biliousness, constipation, piles, nervousness, anaemia, female ailments, weakness, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [80-2]

HIRANO WATER.

THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. BOTTLED IN JAPAN BY H. E. REYNELL & CO.

BEMWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. 2578

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1905.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be delivered as soon as the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Fire Insurance has been effected.

Optional Cargo will be forwarded unless notice to the contrary is given before NOON, TO-DAY, the 9th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th January, 1905. [198]

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

SHIPPING.

ARRIVALS.

AJAX, British str., 4,477, H. E. Butt, 10th Jan., Liverpool and Singapore 5th Jan., General—Butterfield & Swire.
ANDROMEDA, British cruiser, 11,000, R. N. Onslow, 11th Jan., Wadsworth, Jan., Devanong, German str., 1,557, Gorham, 11th Jan.—Bangkok 6th Jan., Rio and Coal—Norddeutscher Lloyd.
FOOCHOW, British str., 1,228, H. Smale, 11th January—Wuhu and Chinkiang 6th Jan., General—Butterfield & Swire.
GLENROY, British str., 3,146, Drake, 10th Jan., London and Singapore 5th Jan., General—McGregor Bros. & Co.
HOYRAN, British str., 1,359, Hoy 11th Jan., Samarang 30th Dec., Sugar and Cotton—Jardine, Matheson & Co.
HUNAN, British str., 1,143, Miller, 10th January—Chinkiang 6th Jan., Rice and Oil—Butterfield & Swire.
KINTUCK, British str., 2,800, D. Robertson, 11th January—Shanghai 11th Jan., General—Nippon Yusen Kaisha.
KWONG-ANG, British str., 1,428, D. Christie, 11th Jan.—Shanghai 6th Jan., and Swatow 10th, General—Jardine, Matheson & Co.
MATHILDE, German str., 678, G. Schatzkier, 10th Jan., Haiphong and Hoioew 9th Jan., General—Jelsen & Co.
ONKLEY, British str., 2,456, W. Wisen, 11th January—Barry 17th Nov., Coal—Order.
TAKSANG, British str., 97, W. P. Baker, 11th January—Canton 10th Jan., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

11th January.

Derecent, British str., for Saigon.
Foothing, British str., for Wuhan.
Haxton, British str., for Swatow.
Hunan, British str., for Canton.
Indrasimha, British str., for Shanghai.
Kinluck, British str., for Singapore.
Kwanglee, Chinese str., for Canton.
Oakley, British str., for Kuantehou.
Tokeang, British str., for Shanghai.

DEPARTURES.

10th January.

DIU, Portuguese gunboat, for Canion.
11th January.

AUSTRIALIAN, British str., for Port Darwin.
CALL DUDERI HSIEH, Ger. str., for Haiphong.
CATHERINE APCAR, British str., for Calcutta.
CHOYSANG, British str., for Shanghai.
EMPEROR OF CHINA, British str., for Vancouver.
EIGER, Norwegian str., for Chinkiang.
KAIFONG, British str., for Cebu.
MEIFOO, Chinese str., for Canton.
PUNEEA, British str., for Amoy.
SIGNAL, German str., for Haiphong.
WOSANG, British str., for Canton.

VESSELS IN DOCK.

11th January.

ABERDEEN DOCKS.—Theamis, Tsinian, KOWLOON DOCK.—U.S.S. Pathomer, Agincourt, Hse, Indravelli, U.S.S. Seward, Shantun, Ascot, Admaston, Ponan, Jacob Diederichsen, COSMOPOLITAN DOCK.—Stanley Dollar.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above ports TO-DAY, the 12th inst., at 10 A.M.
For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 9th January, 1905.

FOR SHANGHAI.

THE Steamship

"CANTON," Captain Stunkel, will be despatched for the above port TO-DAY, the 12th inst., at 4 P.M.
For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 9th January, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattini United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Magazini, will be despatched as above TO-MORROW, the 13th January, at NOON.
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th December, 1904.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.

FOR VICTORIA (B.C.) AND SEATTLE, WASH., VIA SHANGHAI MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"IYO MARU," Captain S. J. G. Parsons, will be despatched as above on FRIDAY, the 27th inst., at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1905.

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR, (taking cargo to all ports in Netherlands Indies) on through Bill of Lading.

THE Steamship

"TIJIPANAS," Captain Zwart, will be despatched for the above ports on or about THURSDAY, the 19th inst.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN,

(Alexandra Buildings, 3rd Floor).

Hongkong, 10th January, 1905.

To ascertain the anchorage of any vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blaks Pier.

VESSELS ADVERTISED AS LOADING

3. From Blaks Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	MALTA	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	On 14th inst. at Noon.
AMSTERDAM, LONDON & ANTWERP	BYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 17th inst.
AMSTERDAM, LONDON & ANTWERP	PRIMA	Brit. str.	1 m.	.....	BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.	.....	BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP	IDOMENUS	Brit. str.	—	.....	BUTTERFIELD & SWIRE	On 28th Feb.
MARSEILLES, LONDON & ANTWERP, &c.	PALAWAN	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 18th inst.
MARSEILLES, &c. VIA PORTS OF CALL	AUSTRALIEN	Fren. str.	—	Veron	MESSAGERIES MARITIMES	On 24th inst. at 1 P.M.
BREMEN, VIA PORTS OF CALL	ROON	Ger. str.	—	G. Meiners	MELCHERS & CO.	On 18th inst. at Noon.
HAVE & HAMBURG	C. FERD. LAEBISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	To-morrow.
HAVE & HAMBURG	AMBRIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVE & HAMBURG	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVE & HAMBURG	ARCADIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 9th Feb.
HAVE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Füller	HAMBURG-AMERIKA LINIE	On 21st Feb.
HAVE & HAMBURG	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVE & HAMBURG	RHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 21st Mar.
NEW YORK	CHINA	Aus. str.	—	Tomanovich	SANDER, WIELEN & CO.	On 26th inst. P.M.
NEW YORK	HECTOR	Brit. str.	1 m.	Edmonson	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK	AJAX	Brit. str.	1 m.	.....	BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK	CROYDON	Brit. str.	—	Arnhold, Karberg & Co.	ARNHOLD, KARBERG & CO.	About 14th inst.
RAS ISSA	RAS ISSA	Brit. str.	—	.....	SHEWAN, TOMES & CO.	About 30th inst.
NEW YORK VIA SUEZ CANAL	STANDARD OIL	Brit. str.	—	.....	DODWELL & CO. LTD.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	CANADIAN PACIFIC R. CO.	Brit. str.	—	.....	STANDARD OIL	About 25th inst.
VANCOUVER, VIA SHANGHAI &c.	TAHTAB	Brit. str.	2 m.	.....	CANADIAN PACIFIC R. CO.	On 25th inst.
EMPEROR OF INDIA	TRIMONT	Brit. str.	—	.....	DODWELL & CO. LIMITED	On 19th inst.
JIYO MARU	JIYO MARU	Brit. str.	—	.....	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
TYDEUS	TYDEUS	Brit. str.	1 m.	.....	PORTLAND & ASIATIC S.S. CO.	On 23rd inst. at Daylight.
NUMANTIA	NUMANTIA	Brit. str.	1 m.	Brömer	BUTTERFIELD & SWIRE	On 23rd inst.
TAITUAN	TAITUAN	Brit. str.	—	.....	BUTTERFIELD & SWIRE	On 8th Feb. at Noon.
EMPIRE	EMPIRE	Brit. str.	—	Helms	GIBE, LIVINGSTON & CO.	Quick despatch.
PRINZ WALDEMAR	PRINZ WALDEMAR	Brit. str.	—	.....	BUTTERFIELD & SWIRE	On 18th inst.
TSINAN	TSINAN	Brit. str.	1 m.	.....	SHEWAN, TOMES & CO.	On 14th inst.
DENBIGHSHIRE	DENBIGHSHIRE	Brit. str.	—	Stunkel	JAYA-CHINA-JAPAN LINIE	Quick despatch.
JAPAN VIA SHANGHAI	TIJLITAJAP	Dut. str.	—	.....	SHEWAN, TOMES & CO.	To-day at 4 P.M.
CANTON	CANTON	Brit. str.	—	G. W. Cookman, R.N.R.	TO-DAY	To-day at Noon.
PALMA	KWEIYANG	Brit. str.	1 m.	.....	TO-MORROW	TO-morrow.
SZECHEWAN	SZECHEWAN	Brit. str.	1 m.	F. R. Summers	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	A. Hansen	P. & O. S. N. CO.	About 15th inst.
SHANGHAI	FOOCHOW, VIA SWATOW & AMOY	Brit. str.	—	H. A. Haraldsen	OSAKA SHOSEN KAISHA	On 18th inst. at Daylight.
TAMSUI, VIA SWATOW & AMOY	TAMSUI, VIA SWATOW & AMOY	Brit. str.	—	.....	OSAKA SHOSEN KAISHA	On 15th inst. at Daylight.
SWATOW, AMOY & FOOCHOW	SWATOW, AMOY & FOOCHOW	Brit. str.	—	T. Brandt	OSAKA SHOSEN KAISHA	On 22nd inst. at Daylight.
MANILA	MANILA	Brit. str.	1 m.	Roach	DOUGLAS LAPRAIK & CO.	To-day, at 10 A.M.
MANILA	TAMING	Brit. str.	—	.....	DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
MANILA	ZANIBO	Brit. str.	—	Hodgins	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
KUDAT & SANDAKAN	BORENO	Brit. str.	—	.....	SHEWAN, TOMES & CO.	On 14th inst., at 10 A.M.
BATAVIA, CHERIBON SAMARANG, &c.	TIJIPANAS	Dut. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 17th Inst.
SINGAPORE, PENANG & CALGUTTA	NAMSANG	Brit. str.	—	E. Muhs	SHEWAN, TOMES & CO.	On 21st inst., at 10 A.M.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Zwart	MELCHERS & CO.	Quick despatch.
				F. R. Summers	JADBINE, MATHESON & CO.	About 19th inst.
				Magazini	CARLOWITZ & CO.	On 18th inst., at 3 P.M.
						To-morrow, at Noon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Hongkong on SATURDAY, the 14th January, at NOON, taking passengers and cargo for the above ports in connection with the Company's ss. "Himalaya," 6398 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 25th February, 1905.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents

and value of all packages are

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL. "AJAX"	On 11th January.
GLASGOW and LIVERPOOL. "TYDEUS"	On 24th January.
GLASGOW and LIVERPOOL. "PAKLING"	On 25th January.
GLASGOW and LIVERPOOL. "IDOMENEUS"	On 26th January.
GLASGOW and LIVERPOOL. "PROMETHEUS"	On 31st January.

HOMEWARDS.

STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP. "HYSON"	On 17th January.
GENOA-MARSEILLES and LIVERPOOL. "HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP. "PRIAM"	On 31st January.
AMSTERDAM, LONDON and ANTWERP. "GLAUCUS"	On 14th February.
GENOA-MARSEILLES and LIVERPOOL. "AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP. "IDOMENEUS"	On 28th February.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA. "TYDEUS"	On 27th January.
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.	19-10

Hongkong, 30th December, 1904.

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
SHANGHAI. "XWEIYANG"	On 18th January.
SHANGHAI. "SZECHUAN"	On 14th January.
MANILA. "TAMING"	On 17th January.
YOKOHAMA and KOBE. "TSINAN"	On 18th January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. "TAIYUAN"	On 23rd January.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th January, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 25th Jan.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons.	WEDNESDAY, 8th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons.	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons.	WEDNESDAY, 29th Mar.

Hongkong to London, 1st Class, via St. Lawrence #60, via New York £62.

Intermediate on Steamers, 1st Class £40.

and 1st Class Rail £24.

The attention of Passengers is directed to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent.

9 P.M. for "Tartar".

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
MANILA. "LOONGSANG" Fri.	13th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA. "NAMSANG" Wednes., 18th Jan., 3 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 8th January, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila,	Sat., 14th Jan., 10 A.M.
ZAFIRO.....	2540	R. Rodger.....	Manila,	Sat., 21st Jan., 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI & INLAND SEA OR JAPAN, MONS, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brelmer.....	January 23rd, 1905.
"ARABIA"	4,483	Bable.....	February 13th, 1905.
"ARAGONIA"	5,198	Schubert.....	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner.....	March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 10th January, 1905.

WONGKOK, German str. 1,115. 7th January, Bangkok, 30th Dec., Rice.—Butterfield & Swire.

YUSHAN, Chinese str. 1,079. Pratt, 7th Jan., Chefoo 1st January, General.—C. M. S. N. Co.

PRINCE ROBERT, Norwegian 4-m. barque, 2,655. Hansen, 22nd Nov., New York 9th July, Petroleum—Standard Oil Co.

TARANG, American schooner, 70, Probol, 13th December.—Yap (Caroline Islands); 4th Dec., Bebe-de-me.—G. P. Lamert.

TELEMACHUS, British str. 1,340. J. Williamson, 28th Dec., Saigon 22nd Dec., Rice and General—Chinese.

BRITISH WARSHIPS.

ALBATROSS, British despatch-boat, 1,700, Condr. R. M. Harbard.

ALBION, H.M. battleship, 12,950, Fremantle.

ALGERINE, British sloop, 1,050, Rowland Nugent.

BRITOMART, British gunboat, 710, Com. T. D. Pratt.

CENTURION, British battleship, 10,500, F. E. Pagan.

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POST OFFICE NOTICES

Mails per s.s. *Gaelic*, which left Nagasaki for Manila, have been transferred to the s.s. *Roon*, which is due here on or about the 17th inst.
The *Ernest Simon*, with the French Mail of the 9th December, left Saigon on Monday, the 9th inst., at 2 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 5th November.
The *St. Paul*, with the English Mail of the 16th December, left Singapore on Monday, the 9th inst., at 6 a.m., and may be expected here on or about Saturday, the 14th inst. This packet brings replies to letters despatched from Hongkong on the 15th November.

MAILS WILL CLOSE

	FEB	DATE
Canton		Honam
Macao		Thursday, 12th, 7.30 A.M.
Singapore, Amoy and Foochow		Thursday, 12th, 7.30 A.M.
Bangkok		Thursday, 12th, 9.00 A.M.
Shanghai		Thursday, 12th, 9.00 A.M.
Bangkok		Thursday, 12th, 11.00 A.M.
Macao		Thursday, 12th, 11.00 A.M.
Wuhu		Thursday, 12th, 1.15 P.M.
Shanghai		Thursday, 12th, 2.00 P.M.
Hollow and Falhei		Thursday, 12th, 3.00 P.M.
Kengtung and Kunming		Thursday, 12th, 5.00 P.M.
Kobe		Thursday, 12th, 5.00 P.M.
Canton		Friday, 13th, 5.00 P.M.
Takking		Friday, 13th, 5.00 P.M.
Else		Friday, 13th, 5.00 P.M.
Kinsan		Friday, 13th, 5.00 P.M.
Taichan		Friday, 13th, 5.00 P.M.
Sanbuo		Friday, 13th, 5.00 P.M.
Bangkok		Friday, 13th, 5.00 P.M.
Canton		Friday, 13th, 7.30 A.M.
Singapore, Penang and Bombay		Friday, 13th, 10.00 A.M.
Swatow		Friday, 13th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

	FEB	DATE
Canton		Printed Matter and Samples—
Macao		Registration—
Shanghai		Registration, with late fee of 10 cents, up to 10.30 A.M.
Manila		Letters—
Kongmoung, Kunming, Samsun, Shihsing, Takting and Wuchow		11.00 A.M.
Trinnt and Chefoo		11.15 P.M.
Kongmoung and Kunming		12.00 P.M.
Namao		12.00 P.M.
Sambue		12.00 P.M.
Canton		12.00 P.M.
Canton		12.00 P.M.
Manila		12.00 P.M.
Nagasaki, Kobe and Yokohama		Europe, &c., India via Tunicorina (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

	FEB	DATE
Malta		Printed Matter and Samples—
Heungshan		Registration—
Szechuan		Registration, with late fee of 10 cents, up to 10.45 A.M.
Tjialatap		Letters—
Tachun		11.00 A.M.
Hofu		Saturday, 14th, 1.15 P.M.
Kinshen		Saturday, 14th, 3.00 P.M.
Heungshan		Saturday, 14th, 4.00 P.M.
Szechuan		Saturday, 14th, 5.00 P.M.
Tachun		Saturday, 14th, 5.00 P.M.
Hofu		Saturday, 14th, 5.00 P.M.
Manila		Saturday, 14th, 7.30 A.M.
Canton		Saturday, 14th, 9.00 A.M.
Roon		Saturday, 14th, 10.00 A.M.
Europe, &c., India via Tunicorina (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-DAY.
Sale, Household Furniture, Austin Road, Kowloon, Messrs. Hughes & Hough, 230 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

11th January.

ON LONDON.—Telegraphic Transfer 1/11/7 Bank Bills, on demand 1/11/4 Bank Bills, at 30 days sight 1/11/5 Bank Bills, at 4 months' sight 1/11/5 Documentary Bills, 4 months' sight 1/11/4

ON PARIS.—Bank Bills, on demand 246 Credits, at 4 months' sight 249

ON GERMANY.—On demand 20

ON NEW YORK.—Bank Bills, on demand 473 Credits, 60 days' sight 481

ON BOMBAY.—Telegraphic Transfer 145/4 Bank, on demand 145/4

ON CALCUTTA.—Telegraphic Transfer 145/4 Bank, on demand 145/4

ON SHANGHAI.—Bank, at sight 713 Private, 30 days' sight 724

ON YOKOHAMA.—On demand 964

ON MANILA.—On demand—Peso 954

ON SINGAPORE.—On demand 1 p.c. pm.

ON BATAVIA.—On demand 1173

ON HAIRONG.—On demand 1 p.c. pm.

ON SAIGON.—On demand Par.

ON BANGKOK.—On demand 604

SOVEREIGNS, Bank's Buying Rate \$10.15

GOLD LEAF, 100 fine, per tael \$53.80

BAR SILVER, per oz. 27 1/2

OPIUM.

9th January.

Quotations are:—Allow one cent to 1 cent.

Malwa New \$1070 to \$1090 per picul

Malwa Old \$1140 to \$1160

Malwa Older \$1200 to \$1220

Malwa V. Old \$1250 to \$1270

Persian fine quality \$800 to —

Patna New \$1120 to — per chet.

Patna Old \$— to —

Bengares New \$1080 to —

Bengares Old \$— to —

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Ernest Simon* left Saigon on Monday at 2 p.m., and is due here to-day.

THE AMERICAN MAIL.

The P.M. steamer *Sister*, from San Francisco to the 17th Dec., via Honolulu, left Yokohama for this port the 6th Jan., a.m., via Kobe, &c., and is due here on the 14th Jan.

THE ENGLISH MAIL.

The P. & O. steamer *Sindaleft*, Singapore for this port on the 9th Jan., at 6 a.m., and is due here on the 14th Jan.

THE GERMAN MAIL.

The T.G.M. steamer *Ocean*, connecting with the str. *Bengal* at Colombo, from London, Jan. 6.—To Hongkong: Mr. and Mrs. F. G. Figg and child.

PASSENGERS ARRIVED.

Per *Kiong-sang*, from Shanghai, &c., Messrs. T. Finchett, J. Orange and Rev. Pers. Pencole.

DEPARTED.

Per *Empress of China*, for Vancouver, &c.

Col. R. S. Marshall, R.N., Comdr. Vivian, Eng.-Lieut. G. H. E. Head, Messrs. A. E. Way, Ed. Palfreman, Mr. and Mrs. R. Dimris, Mrs. C. Thoreson, Mrs. A. Atchurst, Messrs. E. H. J. Hogg, K. Wible, C. T. Metra, R. H. Crofton, S. Swar's, J. Harri, John T. Willers, Mr. A. Rankin, Hongkong, 6th December, 1904. [2365]

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 10 a.m., on Tuesday, the 10th Jan., and left again at 2 p.m. same day for Kobe, where she was due to arrive at 2 p.m. yesterday.

JOINT STOCK SHARES.

Hongkong, 10th January.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Sh'hai	\$125	710, sellers £100, £71.
Natl. Bank of China	48	388, sellers
E. Shares	48	388, sellers
Foun. Shares	41	310.

VISITORS AT HOTELS.

Hongkong Hotel.

Mr. W. B. Anderson	Mr. Launay
Mr. O. Hartley	Mr. A. H. Lewis
Mr. P. Barillon	Mr. D. Macdonald
Mr. & Mrs. C. J. Baver	Mr. & Mrs. G. MacKenzie and 3 children
Mr. H. B. Battie	Mr. C. Gordon Mackie
Mr. H. M. Bevin	Mr. O. Marriott
Miss C. Bevis a maid	Mr. & Mrs. R. B. Mau-
Mr. H. Bezel	chan
Mr. & Mrs. J. E. Bing- ham and child	Mr. T. S. McAras
Mr. H. J. Bi-book	Mr. & Mrs. E. Meikle
Mr. W. N. Bish	Mr. W. M. Moir
Mr. W. S. Bisell	Mr. & Mrs. E. M. Moon
Mr. B. K. Blair	Mr. S. G. Newall
Mr. and Mrs. K. Boggs and infant	Mr. A. G. Nowington
Mr. W. T. Page	Mr. W. T. Page
Mr. E. A. Bonner	Mr. J. A. Pattie
Mr. and Mrs. R. W. Borthwick	Mr. & Mrs. T. L. Perkins
Miss M. Campbell	Mr. W. V. de la Pilephu
Dr. France Clark	Mr. Jas. Quin
Mr. W. Clark	Mr. L. R. Keel
Mr. T. Clark	Mr. R. J. Rice
Mr. E. Conner	Mr. J. S. Roach & child
Mr. G. Cunningham	Mr. F. Cunningham
Mr. F. Davies	Mr. W. R. Robertson
Mr. F. B. Deacon	Mr. A. Rose
Mr. G. Dean	Mr. N. H. Rutherford
Capt. & Mrs. J. Douglas	Mr. R. T. Sayle
M. & M. S. Downing	Mr. W. E. Schmidt
Mr. G. Edwards	Mr. E. J. Scott
Mr. G. F. Farrow	Mr. and Mrs. M. G. Scott
Mr. G. Somerville	Mr. C. Scott
Mr. G. H. Soper	Mr. Geo. Somerville
Mr. A. L. Stein	Mr. C. B. Thomas
Mr. W. M. Stewart	Dr. J. C. Thomson
Mr. D. Thorburn	Mr. D. Thorburn
Mr. W. D. Trimell	Mr. W. D. Trimell
Mr. S. C. Vickery	Mr. S. C. Vickery
Mr. J. W. Wainfield	Mr. J. W. Wainfield
Mr. J. W. Wemyss	Mr. J. W. Wemyss
Mr. F. W. W. Wemyss	Mr. F. W. Wemyss
Mr. E. Whittaker	Mr. A. Whitton
Mr. J. Wilson	Major Williamson, A.S.C.
Mr. A. Wilson	Mr. A. Wilson
Mr. Philip Wolf	Mr. Philip Wolf
Mr. and Mrs. C. E. Woolmer	Mr. and Mrs. C. E. Woolmer
Mr. W. S. Young	Mr. W. S. Young

PEAK HOTEL.

Mr. R. D. Atkinson	Mr. & Mrs. Herbert

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